AMENDMENTS TO THE SPECIFICATION

Please replace the paragraph bridging pages 8 and 9 with the following rewritten paragraph:

A gear portion 13c (a first or second gear) having a number of teeth Z_A and a short axial width and a gear portion 13d (the first or second gear) having a number of teeth Z_C and a long axial width are formed on a circumferential surface of the ~~screw~~gear shaft 13 excluding the cylindrical portions 13a, 13b. The gear portion 13c meshes with a gear 16 (a third gear) having a central opening and a number of teeth Z_B, and the gear portion 13d meshes with a flange-shaped gear portion 17a (a fourth gear) which is formed on a hollow cylindrical member 17 and which has a number of teeth Z_O. The gear 16 is mounted on a larger cylindrical portion 18a of a screw shaft 18 which is made to pass through the inside of the cylindrical member 17 using a key 19 in such a manner as to rotate together with the cylindrical member 17.

Please delete the paragraph bridging pages 10, 11 and 12 and replace it with the following rewritten paragraph:

The operation of the embodiment will be described. In Fig. 1, when electric power is supplied from a power supply, not shown, so that the rotational shaft 11a of the electric motor 11 and the gear shaft 13 rotate clockwise, the gear 16, which meshes with the gear portion ~~13a~~13c, rotates together with the gear shaft 13 counterclockwise, and the cylindrical member 17 having a gear portion 17a which is in mesh engagement with the gear ~~13b~~13d rotates together with the gear shaft 13 counterclockwise. Here, if a (the number of teeth Z_A/the number of teeth Z_B) and a (the number of teeth Z_C/the number of teeth Z_D) are different, and the (the number of teeth Z_A/the number of teeth Z_B)> the (the number of teeth Z_C/the number of teeth Z_D), since the rotational speed (the number of rotations) of the gear 16 or the screw shaft 18 is higher than the rotational speed (the number of rotations) of the cylindrical member 17, there is caused a difference in rotational speed. In case the ball screw mechanism is a right-hand thread, the cylindrical member 17 moves leftwards in the axial direction as viewed in the drawing. When the cylindrical member 17 moves leftwards in the axial direction, the pressing member 25

presses the pad 23B against the disc rotor 24 via the thrust bearing 26, whereby a braking force is exhibited. As this occurs, a reaction force of the pad 23B is borne by the thrust bearing 21 via the screw shaft 18 and the gear 16. Note that when electric power having an opposite characteristic is supplied from the power supply, not shown, so that the rotational shaft 11a of the electric motor 11 rotates in the other direction, the pad 23 B is separated apart from the disc rotor 24 as opposed to the aforesaid movement.

Please replace the first paragraph on page 12 with the following rewritten paragraph:

Here, a reduction ratio i of this embodiment is expressed by the following equation:

$$i=1/\{(Z_A/Z_B)-(Z_C/Z_D)\} \qquad (1)$$

Namely, the nearer the (the number of teeth Z_A/the number of teeth Z_B) and the (the number of teeth Z_C/the number of teeth Z_D) are to each other, the larger the reduction ratio i becomes, and even when the torque of the electric motor 11 is small, a large pressing force by the pad ~~23b~~23B can be secured. To be specific, when $Z_A=16$, $Z_B=61$, $Z_C=15$ and $Z_D=62$, i=49. Consequently, according to the embodiment, since such a large reduction gear ratio can be obtained, even when a small torque, high rotational speed motor is used, a large pad pressing force can be secured without using other transmission devices such as a bevel gear and a planetary gear mechanism, whereby a compact construction can be provided. However, in case, in addition to the embodiment, a bevel gear and a planetary gear mechanism are provided, a larger pad pressing force can be secured.